



Reliant Kitten Register

NEWSLETTER 85

November – December 2008



The Register caters for all the under 1 litre Reliant 4-wheeled vehicles plus all of their derivatives: Rebels, Foxes, Tempests, Salamanders, Ciphers, Jimps, Asquiths and all other specials including the Liege.....

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The Reliant Kitten Register

Rebel parts stock held by: - Adrian Hanwell

New Kitten / Fox / Rebel parts stock held by Brian Marshall

Rebel alternative parts list contact: John Blagburn,

Kitten alternative parts list contact: ****Situation vacant****.

Fox alternative parts list contact: Duncan Bradford

Our Mutual Aid Spares scheme is run for us by Phil Hallam

Tempest Registrar: Martin Seymour

Mewsletter pictures – should be sent to John Pearce

The Register is a member of the FBHVC, which monitors UK & EU legislation and lobbies on our behalf to protect our freedom to use vehicles of all ages on the roads. Readers are invited to show their own support of this worthy cause by becoming members in their own right. Contact the editor for details.

Web page: <http://www.kitreg.org.uk> or have a look at <http://www.reliantkitten.co.uk>

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It has been quite a while since we had a Jimp on the cover, this one is on the road and used daily by Stephen Clough, one of our recent subscribers from Staffordshire. Welcome Stephen. I did a quick check, we only know of 9 Jimps out of a total build quantity believed to be in the high 50's, (I think it was 57 that Peter Kulka claimed to have produced) so we have a few to find yet. By the time you read this Stephen will have owned his Jimp for a year, in which time he has covered around 7,000 miles in it, it takes him to work every day – how many of can claim that these days I wonder? Keep up the good work Stephen.

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One thing I love about running the Register is the interesting people you 'meet'. I put the word meet in quotes deliberately, because many of you I don't actually meet in the generally accepted sense of the word, but correspond with or, in this case, talk to at length on the telephone.

No sooner had I tied up the last edition, John Pearce had rung to say the covers were going in the post, and I sat back waiting for John Box's advert to arrive. He had rung earlier to ask if it was too late to run an advert, always time for you John, and our telephone rang again, it was Ian Johnston – which reminds me, I must ring him, 'our' Ian Johnston I mean, since becoming a dad he has been rather too preoccupied to keep in touch, this is the chap who bought my last Rebel three (or is it 4 now?) years ago. The Ian Johnston who rang did so, as so many do, because he had a problem with his vehicle, a Vantique! Now I probably don't say much about Vantiques in the average edition. Regular readers will know that John Box, see that, his name twice on the same page and about entirely different matters as well! Anyway, John built 11 of them over a period of about a decade in the 1990's. Using, amongst other things the last 4 new Fox chassis ever built – by Bean Engineering at the time they owned Reliant during one of its re-incarnations. Enough with the history lesson, this Ian Johnston had just had that most unpleasant of experiences, his Vantique the second last one built, had not only been broken into, but it had been set on fire by the individual(s) responsible for the break in.

I hope that while you may imagine the feelings associated, you have not suffered them personally. I know when my Rebel was broken into and had a good radio cassette stolen (2 decades ago now!) I was more annoyed about the quarterlight they had smashed than the stereo! I knew I had got off lightly, but it is so annoying – I know one should not get ones blood pressure up unnecessarily, but "Oh bother" or "Grrrrr" doesn't quite do it, well, not for me at any rate.

Ian is well aware of the various insurance write off categories, and I will know more before this goes to print, but he has every intention of restoring the vehicle.

Anyway, in Ian's quest to salvage the vehicle he was soon pointed in my direction. I ought to say thank you to John Copestake for putting him in touch, but three different Johns on the first page? Sounds like a takeover to me! Back to Ian, the Vantique one, he has a marvellous collection of Scaletric model motor racing stuff which he takes to events all over the place in the Vantique, and we had, as I am sure you can imagine, a long and interesting conversation. This modern ability to delay live television is really great you know! - There he goes digressing again, but Richard Branson's crowd give you twice as much storage – a whole 80 hours, compared to the crowd with the satellite dishes! How do they do that? let you record 2 different channels while watching a third – jings it's clever stuff I tell you – all I need to do now is learn to watch more than one television set at a time, and I might catch up!

As I was saying, I get to 'meet' some fascinating people.

Anyway, I just thought I'd share that with you as a different opening to this our bumper 85th edition.

Welcome to yet more of your favourite bedtime reading on this winter's day (well it will be by the time you read this) right now it is early September and there has been rather too much of the wet stuff recently, and, though thankfully I have yet to suffer serious flooding myself, I should imagine that is in a different league from having a favourite vehicle vandalised, mind you I doubt if

the blood pressure is very different, extreme weather, even if it is to a degree man made, is hardly the same as wanton destruction by an individual, or small group of individuals.

Moving on, I hope to cheerier matters, seasons greetings to you and yours, may your Christmas be a peaceful and enjoyable one, and 2009 a happy, healthy and prosperous year for us all.

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An apology

The staff at John McCormick and Company Limited, the firm who print the Mewsletters for us have apologised unreservedly for the errors they made with the last edition. Like the rest of the printing industry they use Apple Macs for their work, and so have to convert the file I give them. Being well aware of that, I always give them hard copy as well as the electronic version of the mag, just so that they can check, but last time out they could not have checked, because they got it badly wrong, resulting in some blank spaces, and half of the Epilogue being missed out completely. I am assured they will be more diligent in future.

As you may recall I was heading south the day following the magazines being ready for collection, and I had left Moira packing envelopes, thank you dear, she always tells me not to waste time reading the magazines before sending them out.

Even if I had been aware of the error, there was not time to do anything about it because I was desperately trying to get it out in time to give you notice of Dave Allen's Great North Air Ambulance event, which in the event was cancelled anyway! All in all not our finest hour.

The other main casualty was John Swale of the Liege Car Club, the following was one of the 6 paragraphs missed from the last edition :-

As is so often the case I may be too late with this, I meant to mention it last time – and may have done so, I can't remember. The point is that John Sawle is doing an article on the Reliant BRM engines, and he asked that if you have any information he would rather know before he goes to print than after. John is also wanting to talk to anyone who has a copy of a book called "Reliant Sports Cars" which he has been told mentions said engines, again, if you can help, please contact him.

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Rebel round up

A Rebel's Adventure

One regular British morning, my friend Richard and I left in my father's Mazda 323 and set off down the M4 towards Somerset to pick up my 'new' Reliant Rebel from Deano, 'Reliant Enthusiast'. After a fairly uneventful trip there, we were met by Deano at a local petrol station, and guided through town in his Reliant Robin to his Reliant workshop. We got out and inspected my new purchase; a brown 1972, 700cc Reliant Rebel Estate, which had unfortunately been hand painted by the previous owner without having been sanded down properly!

Our plan of action, rather than having a car which has an A frame trailer, or similar, like a Range Rover, was to tow the Rebel back the 100+ miles via tow rope! Deano couldn't believe it. Apparently this is legal if you have a sign in the back window saying 'On Tow.' Richard wasn't looking too easy what with neither of us having towing experience. So we fixed the Rebel up to the back of my Mazda, and off we went, through town following Deano with his lights flashing on the top of his Reliant Robin. With neither of us having experience of towing, the rope was getting some good strain on it, despite the Rebel being made of fibreglass, therefore quite light. About five minutes after Deano turned off; we turned round a corner, heard an audible grinding, and then a loud crack! The rope had broken, not ten minutes from Deano's workshop. We didn't have a spare towrope, and so things were looking pretty glum. So I decided to ring the R.A.C. of whom I'm a member, and see if they would give us a tow back home. The Rebel was not starting by now (for some reason I cannot remember) and the brakes would not work without pumping and were therefore unreliable. So we thought we'd give the RAC a shot. When I was involved in a crash in Bristol (as a passenger, may I add) I rang the R.A.C. and they offered to tow us all the way back home (Maidenhead, near Reading). So I rang them up, and they said that they'd send someone out for me, and if he couldn't fix it then they'd give us a lift back home with it! I'd actually like to wholeheartedly recommend them! After only 15 minutes, as promised, up turns the R.A.C. man who seemed to have a large interest in older cars. He managed to get the Rebel started (something we were hoping he wouldn't!) and said he'd follow us for ten or so minutes to check it didn't break down again. Nervously, Richard got into my car, and I got into the Rebel to give it its first real test on some lovely country roads. Getting up to 40mph was no problem, and I didn't really want to go any faster due to the brakes. We eventually pulled over after a ten minute whizz through the country roads, thanked the R.A.C. man and then sat by the side of the road wondering what to do. I drove back into Deano's little town, bought a new towrope, and got a 'ratchet' rope from Deano. We attached the towrope and ratchet, and went off on our way. We bought two new towropes from a large service station, and then we were covered in case of all emergencies! Speeding down the bypass at about 70mph, Richard shouting at me to slow down was a bit of an experience, so I slowed down to about 50mph on the bypasses, and about 30mph on the normal 40/50mph roads. One rope snapped on a roundabout, leaving Richard floundering on the end of one rope, so we re-attached it, and off we went. Richard asked if we could pull over sometime as he needed a drink, so I turned off at a random turning, envisioning a small town with a newsagents, and all we found was a small bridge with no way to get back on the motorway! Again, we found ourselves (around Beaconsfield) driving down narrow country roads, but this time with only room enough for one car to go each way, which led to a few difficulties. We got completely lost, and spirits were low. Another rope snapped, and so we were down to the ratchet rope, and the two ropes that were towing the Rebel. We eventually found ourselves back onto a bypass towards Reading, and then another rope snapped. It was around this time that we got the hang of towing/being towed; an almost telepathic understanding occurring. Well you would hope so after four hours of towing wouldn't you! We made it all the way back through Reading to Maidenhead, and finally pulled up at my house, to the bemusement of my neighbours.

I've spent about four or so hours cleaning up the Rebel, and having worked on it three times on alternate Saturdays (Richard's day off!), we've so far given it a consultation, attached a whole new brake pipe, and a new water bottle, cleaned up the brake drums and fixed the 'squirter' which throws the windscreen washing water onto the screen. We're going to attach a new front brake cylinder and see which size 'boots' fit the steering arms, and then put it through the MOT. Fingers crossed!

Thanks for the story Francis, I hope that you get the Rebel sorted out and back into active service without too much difficulty. Ed

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One thing I had in the past been told was the case I had confirmed by Phil Hallam yesterday, and that is that while the cross section and shape of the BMC 1100 / 1300 bumpers is the same as that of the Rebel, the BMC ones are indeed a couple of inches longer than a Rebel one. Phil's Rebel had a run out to check early in September, a visit to a specialist in such BMC vehicles who was himself curious as to what a Rebel looked like, Phil satisfied his curiosity, and acquired a brand new Rebel front bumper, though I did warn him that the sticky protective tape will be very well stuck to the chrome after all those years. Ed.

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REBELLIOUS CONDUCT 14

By Terry Horler

By now, I had hoped to report that LRF 671K was being a good little car and keeping its gear lever where I had placed it. But no, it still rejects 3rd and 4th gears by firing the lever into neutral when it decides to have a little breather. The replacement gearbox I picked up from Mike Plummer in South Devon still resides on the bench following its own objections to being fitted. When I lifted the replacement gearbox I heard an ominous tinkling noise from the tail housing. This turned out to be the rear bearing adrift from its location and rattling along the mainshaft as I tipped the box. Removing the tail housing and refitting the bearing with 'Loctite' was easy enough but then things really went wrong. The rear main bearing also moved rearwards with no tail housing to keep it in situ. This resulted in the synchro hub balls flying out as the selector forks didn't move as the mainshaft shifted rearwards. Nothing for it but a complete strip down, which was just as well. Certainly, this box had been apart before, no gaskets, just silicone sealant. Two detent springs were broken and the layshaft was in the wrong way around. The layshaft has two flats at the front end for location in the gearbox casing; this prevents the layshaft from rotating. On this box, the flats were at the rear and hence the shaft could rotate within the casing. So, my idea of a 'quick' gearbox change was thwarted. However, seeing that two detent springs were broken in this box, I wondered if this could be the problem in my existing gearbox.

Fortunately, it is possible to remove the top cover of the 750 type gearbox with the box in situ. Imagine my delight when I found that the detent spring on the 3rd and 4th selector shaft was broken into 4 pieces. I replaced the spring and eagerly set off on a test drive – only to discover the problem was still there. Well, maybe that was a bit wishful but it had to be tried. Returning to the 'box on the bench', another setback when reverse gear could not be engaged. At this point, it was a 'dry' assembly without the two gaskets either side of the spacer. The lever would simply not lift high enough to step over the reverse gear selector shaft. If it was just the thickness of two gaskets that made this possible I felt that this was too close for comfort. Hence, I ground about .010" off the bottom of the lever to ensure that reverse could be engaged regardless of the thickness of the gaskets.

This, plus other things happening in the T.H. lifestyle, means that LRF continues to be a naughty little car for the present whilst I grimly hang onto the gearlever in those 3rd and 4th gear moments. But I will get there in the end!

Otherwise, LRF continues to give its usual reliable and economical daily service to and from work plus any other little asides when called upon. Even the errant gearbox is not detracting from the usefulness and fun of my little Rebel.

Terry Horler - No. 755 from Bristol

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REBEL REGISTER UPDATE

Thanks to all for the flow of Rebel information since the last Mewsletter. I now know of 15 Rebels on the road during 2008.

These being :-

600 Saloon	None
700 Saloon	MNW 309F WPC 92G VAP 177H FNJ 326L URC 979M OYS 855F BEE 309L
700 Estate/Van	KRC 161K SBV 894K LRF 671K YWL 227K
750 Saloon	NUF 926M
750 Estate	OHW 267M
750 Van	WDO 988L WWB 715L

Yours not there? Well don't be left out, contact me – Terry Horler, 63 Littledean, Yate, Bristol BS37 8UQ 01454 881770 for any contributions of Rebel information. I suspect that Brian knows of several other Rebels on the road so we may have the identity of all 27 Rebels that were reported as being on the road in 2007.

Two Rebels have come to light on eBay in recent times. A 700 saloon, BEE 309L, which comes with MOT and tax. Not so useable is a 700 Van, WUX 606K. Looking much unloved, the van is still a van and escaped the conversion to an estate. Very rare and to date, the earliest 700 van known to us with a chassis number of E150651.

Whilst on the subject of Vans, until now, I thought the 700 Van was introduced in late 1971. However, I now have proof that the van was introduced sometime prior to October 1970, but quite when, I have still to discover. Perhaps the answer is within the RKR readership?

On the 'Historic Vehicle' taxation class, I have got no further than to repeat that any Rebel prior to chassis number 94/1128 should be exempted from the Road Tax fee. Hence, all 600,700 and the early 750 Rebels are 'Historic Vehicles'. We need to get nearer the actual chassis number of the final Rebel to qualify for this; again, your input to the Rebel Register is requested. The RKR should be able to provide a letter of verification of date of build to prove that a Rebel was built prior to the 1st of January 1973, if you need to know more or think that you are paying road tax when you shouldn't be – get in touch.

Remember, the object of the Rebel Register is to help all owners further their knowledge of their cars. With the loss of the factory records, we have an uphill job in gathering information. Our best hope is from the owners of the few remaining Rebels to donate whatever information they have. From this, we can piece together some semblance of order and be better placed to answer the questions that many of you have. Today, the Rebel is almost certainly the less well documented vehicle that Reliant produced, if we want to address that, and by subscribing to the RKR we assume that you do, then please keep the information flowing freely.

Terry Horler

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Foxes Den

Fox Modifications by Les Smith

Having seen the rear lights on the Fox owned by Keith Gittus I decided to undertake the same modification. Keith suggested it might be worth forwarding the procedure to the RKR for other members if interested in updating their lights.

The lights work out around £25 Inc delivery and I think it's a very good update.

Tools required are cross head & posidrive screwdrivers, drill, 4.5 & 3mm drill bits, wire cutters/strippers, and in my case, 8 X M6 X 25mm coach screws, solder, and two extra spade connectors.

Usual disclaimers apply, this is my procedure showing and the way I carried out the modification, not recommended by anyone and your decision if you undertake it yourself. Time guideline for DIY, under 2hrs.

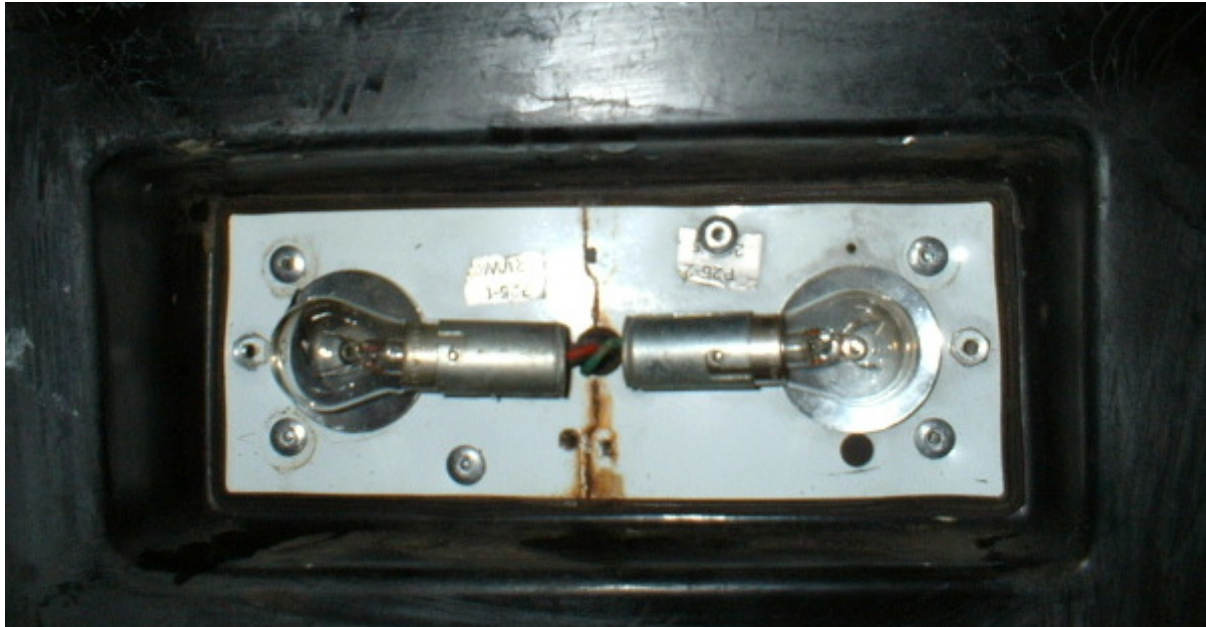
The new light unit comes complete with bulbs screws & grommet.



New & old are almost identical in size. Distance distorts this fact.



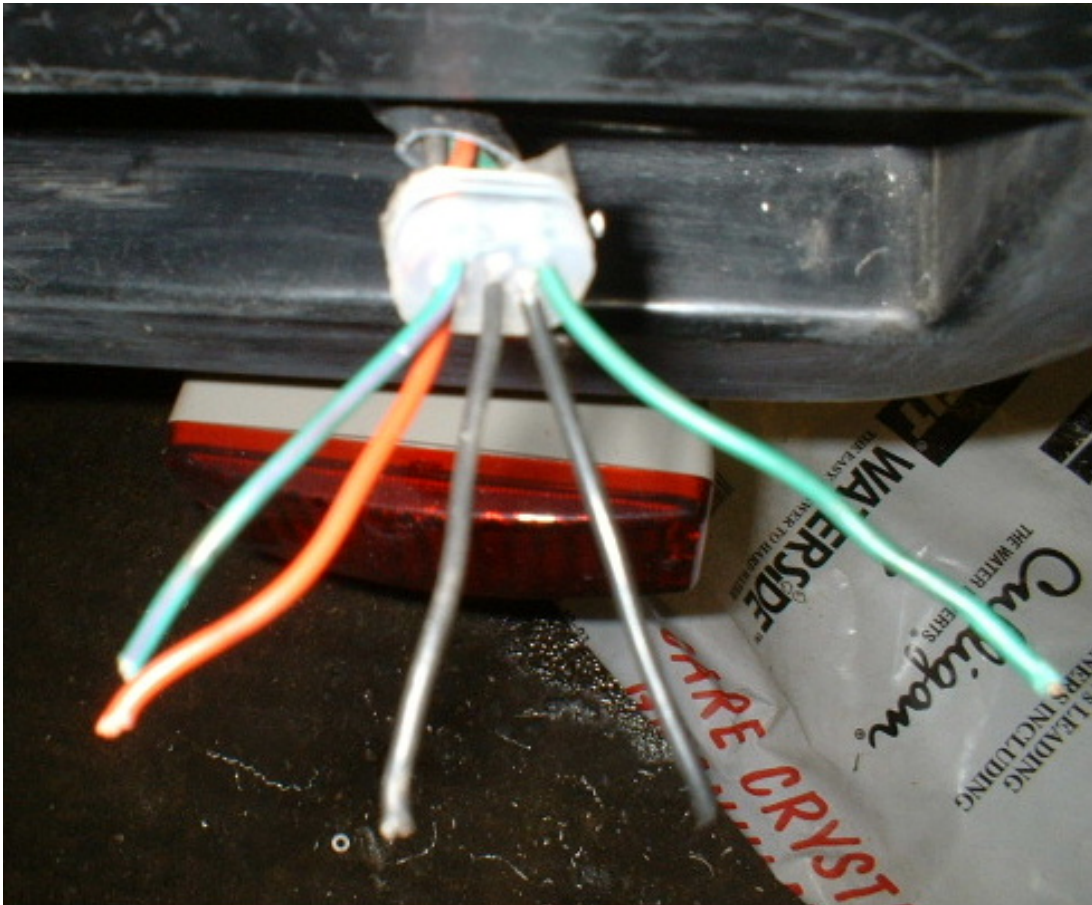
Removal of the old lens unit shows rivets to be drilled out, I used a 4.5mm drill bit.



Cut off the wires from old unit close to bulb holders.



The sleeve will need to be cut back to expose more of the wires to pass into new unit. As the existing indicator bulb had a separate earth I decided to still use both earths and drilled the centre of the waterproof grommet & lamp unit with a 3mm drill bit to take the extra 5th wire. Then fed wires through the grommet.



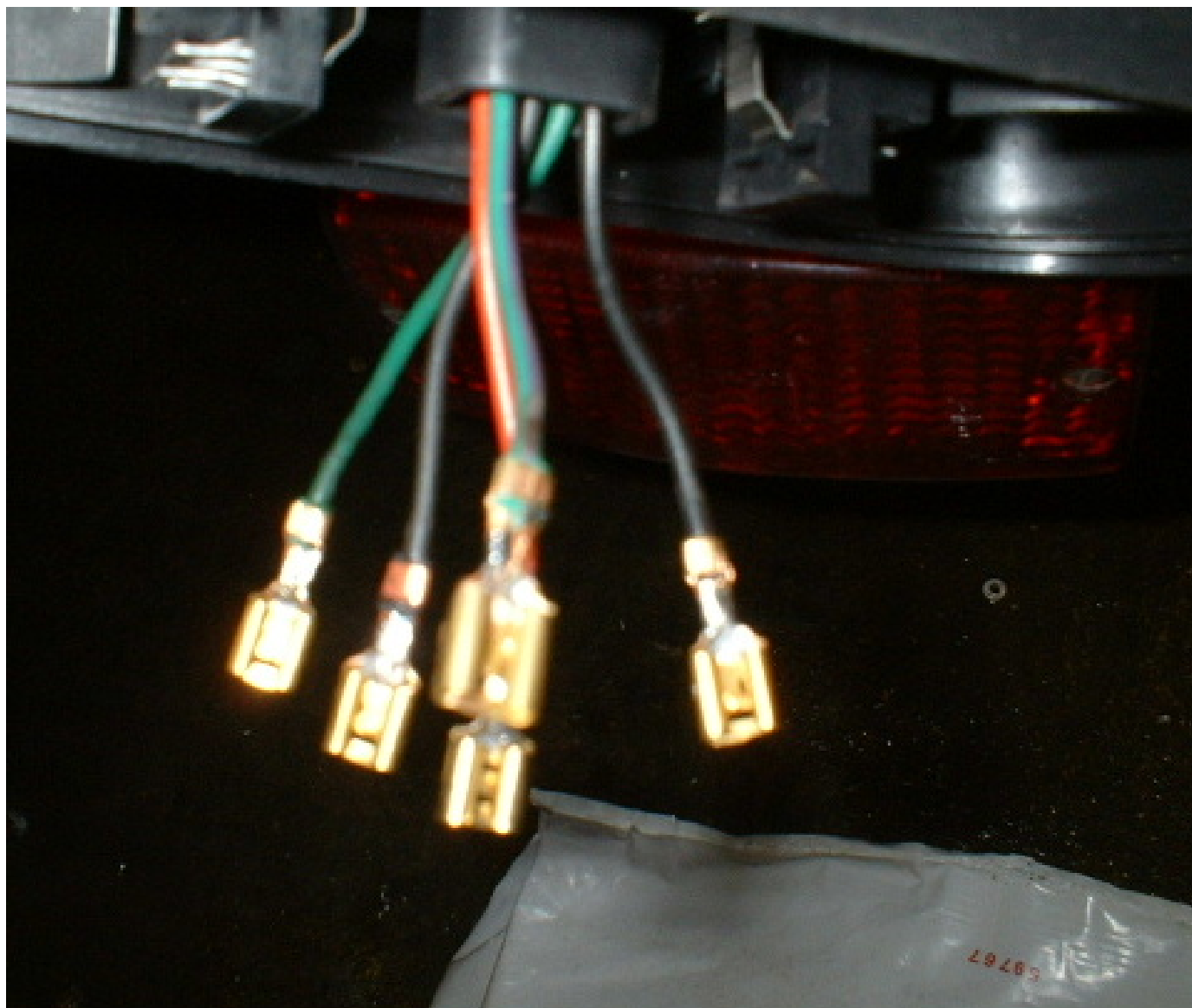
Next the two fixing bolts on the rear of the new units were unscrewed as they would be difficult to use in this instance.



The new units have markings to show other fixing positions and I decided to use the four outer ones by drilling out with a 4.5mm drill bit. The two outer ones also lined up with the original outer ones from the old units, very handy.

The wires were passed through new unit and the spade connectors fitted. I cleaned up the wire ends and soldered them, as I am not a great lover of crimp on fixings.

I decided not to rivet the replacement light units on but use M6 X 25mm zinc plated coach screws from B&Q approx £2.70. The points were ground off the screws before final fixing. Being a coarse thread I have found they are ideal for fixing into fibreglass.





As the outer two drilled holes lined up with the old lamp rivet holes it was just a case of fixing by those first before drilling the inner two 4.5mm and fitting the screws. Fitting the bulbs & testing the lights before securing the lenses, job done.



With a special thanks to Keith for the idea and obtaining the lights for me to use.

Two other quick modifications were fitting an Italia steering wheel (£1.00 at a boot fair) after adapting an old Reliant steering wheel to make a boss, and the fitting of a radio, Rialto Clock, & Tim vacuum gauge, which I think is one of the best supplementary gauges to keep a check on the state of engine tune & condition.





Thank you Les, I have held your excellent bonnet hinge article over till next time, Ed.

Still on the Fox front, Terry Walker joined us recently from Liverpool with a Tandy Camper and I felt motivated enough to try and standardise the way we record them.

This came about because I thought it would be a good idea to tell Terry how many Tandys we knew about, so I did a quick search and immediately highlighted a weakness, not so much with the system, more to do with my way of using it over the years! These computers are wonderful, but one has to be consistent if one is to extract meaningful results from them.

I had in the past used the description subscribers put on their application form, rather than overruling that with a standard, the downside of my failing to implement a standard left us with a

mixture of vehicle descriptions, so when I come to request a report that might show the Tandys, and nothing else – I am beaten!

I ended up having to produce a report of all the Foxes, and while the majority of the Tandys were in fact grouped together, some were in as Tandy, most as Tandy Camper, a few Tandy Goldcrest and a Motor Caravan. There is a Tourer as well, I need to find out if that is a Tempest or a special – more work!

The system lets me record a Model and a type of body, and the reporting allows me to select either by Model, or by Model and Body type, but, thanks to the erratic method of input adopted over the years, that does not always show everything, the Tandys being a good example of a bad lack of discipline.

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Still on the Fox theme, Keith Gittus, our man in Norton Cannes, tells me the following :-

Hi Brian,

Sourcing a replacement for a broken Fox windscreens has cropped up twice in the last two months. Both were replaced and fitted by National Mobile Windscreens Ltd, at an inclusive cost of £76. They can be contacted on free phone 0800 373171.

Keith (154)

Thanks Keith, such recommendations we could do with more of, Ed,

Matters Tempestuous

It's been a little while since I have given an update on the progress of the Tempest but this year has seen some significant moves forward. The first being at the kit car show at Stoneleigh where not only several of the original cars gathered together thanks to the efforts of Yoland, but John Melody of Tempest Cars also unveiled his new demonstrator, and very pretty it looked too. In a bright shade of yellow it certainly stood out, not only at Stoneleigh, but also at the Newark and Stafford shows as well. A lot of interest has been generated with a couple of sales and several promises for later this year or early next. I think this is more to do with the general state of the economy and peoples' concerns rather than the car. Many of the kit car manufacturers have been treading water for a while.

However, the disc brake conversion on the front works very well indeed, utilising Ford calipers and soft compound pads, which negate the need for a servo, makes for a much-improved stopping distance. Although designed for 13' wheels John told me today that it wouldn't take much to modify the kit for 12' wheels. So those of you who have Foxes or especially Tandy campers it may well be worth your while talking to John who will be able to make your vehicle stop on a sixpence. Later modifications may well include using a Suzuki rear axle but these do weigh a fair bit more than the standard Reliant item.

Several Tempests have come up for sale recently and have found new owners, a kit in rolling chassis form changed hands for just over a grand whilst two others on the road fetched

between 2-3K This is relatively cheap when you consider that a Liege project on eBay recently fetched in the region of £4,500 if memory serves me right. A couple of other kits are nearing completion, notably one with the prototype overhead cam Reliant engine. My own Tempest is gradually crawling to the completion line having got the gearchange linkage sorted out, now it's only the bottom seat belt mountings to do. However, with MGB wire wheels and an original Kitten rear axle I fear we are going to have to fit a new 5.1 to 1 crown wheel and pinion that I have to make the thing driveable. I'll let you know what happens and promise to give a more regular update!

Martin (Seymour)

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Hi Brian,

20th June 2008

We spoke the other evening regarding a brake master cylinder for a Reliant Kitten, and I said I would forward a stamped addressed envelope for details of joining the Register, please find one enclosed.

My car (initially obtained via ebay for my youngest daughter to learn in) is a 1978 model in white. It appears to be in 'reasonable' condition, but looks as if it has been standing for a number of years, I enclose its details.

Its mileage is 52,601 and given the overall condition I suspect that it is genuine. It looks like it has been lovingly cared for by someone in the past, given the addition of additional instruments and rear fog lights etc. The ebayer I bought it from told me it had been obtained from a house clearance, hence it came with no paperwork whatsoever. I have obtained the V5 from the DVLA.

I have systematically replaced the entire braking system with new parts, except from the yet to be obtained master cylinder. I have yet to replace the exhaust system, the rubber boots on the steering rack and probably a number of bushes. Once I get it safe to drive I can test it properly! The chassis (although painted with bitumen in the past) needs a good wire brushing and a coat of waxoyl.

My experience and association with the Reliant has been long and rewarding. I did previously own a 1981 bright yellow (W plate) Kitten in the mid eighties, so it was a virtually new car then, and I regretted selling it. I still have a number of pictures of it, and it would be interesting to know if it still exists. I don't remember its original number, as I had a cherished plate on it. However, it was subsequently issued with the number LCK 868W when I sold it. I have also owned a 1978 Scimitar GTE from 1981, which is now in totally refurbished condition, having been the subject of a nut and bold ground up rebuild by a specialist a few years ago. I also have a 1981 Scimitar GTC which I have owned since 2001, and which also has had the benefit of exclusive refurbishment.

Please feel free to contact me as an appropriate, and I look forward to receiving the register information.

Best Regards, Colin Barlow - Reading

As regards the master cylinder I just recommended Jem Vintage on as being the best people to contact.

On the s.a.e. front, contrary to what my beloved may think, I do not spend my entire life in the 'office', and my mobility is not what it was, so I do quite often ask people to send a s.a.e. for details, unless I happen to be sitting at my desk when they ring, in which case I just write their name and address on an envelope during the conversation, and, provided I don't get interrupted before I can complete the operation, prepare the package and get it ready for posting.

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Dear Brian,

06/09/2008

Just a quick note to say that I have sold my Reliant Kitten PMF 309R, to a fellow enthusiast, name and address enclosed. I handed over your details for future contact.

I had not used the car for four years, and it was stored in my garage where it was preventing me from working on my old motorcycles, so I decided to move the car outside onto the hard standing at the front of the house, where it was still under cover. Martin, one of my neighbours, recognised the car, and asked if I would part with it so that he could do it up and put it back on the road. I felt that it was better on the road where it should be, rather than just sitting in my garage waiting till I found the time and enthusiasm to put it back into active service, so I agreed to part with it. Only time will tell if I made the right decision!

Many thanks for all your good work.

Regards Geoff (Smith) Portsmouth No. 376

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Nigel Williams joined us this summer, he has two Kittens the lucky man, some pictures follow :-





Thanks for the pictures Nigel, it looks as though you are doing just fine, keep up the good work, and do please keep us posted.



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QUIROSITIES!

Or perhaps not! James Lambert, our man in Hull, wrote to me earlier asking if any of our readers had ever made a Pick-up from a Kitten. I hesitated to reply, this memory of mine, I mean I know that several have been done, one even featured on a front cover, at least one, but can I remember who did either conversion? Not a chance. There was "Petunia the Plastic Puddle Jumper" if you recall, a yellow one that lived near Dundee, well, in the north east of Scotland somewhere. And that lovely maroon one with the wooden back. O.K., I'll print off a report of Kitten Pick-ups and see what that reveals.

Right, that reveals 5 Kitten Pick-ups, Angie Lowson was the last recorded keeper of Petunia, but she has not been with us since 2002 and she moved with no forwarding address, mail was returned, so I don't know more other than that I think it was either Norman Wiseman or Steve MacDonald who did the conversion, but it is even further back since either of them was with us. They were previous owners. The others belonged to people like Larry Jarman from Poole who has not been with us for almost a decade now, his white one was MLJ 369P, Paul Jenkins from Pembrokeshire with VUF 178S a turquoise one, he left us in 2000, Mike Lock, oddly enough from Hull, was last with us in 2002, he had a blue one, MAG 859P, which was known to be running as recently as mid 2006. Finally Michael James from Hertford who is still with us with DUE 570Y, another white one, but it was not on the road as recently as March this year.

So Jim, there we have it, yes it has been done, several times. I will try and write to you with more details before this goes in the post, but if the coming month is anything like the last week, I'll have no chance! Beats getting bored I guess!

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A sad tale - beware!

Dear Brian,

October 2008

I will not be renewing my membership. As you know I had a small accident with my Kitten in September, which my friend said he could repair for £50, but unfortunately my insurance company have written the car off, just as you tried to warn me they might. The garage had quoted over £400 to do the required work.

I have a number of spares which I would be grateful if you could find a new home for. Details attached.

Thanks for your help over the years, I hope that you and the Register keep going for a long time.

Yours Philip Lock - West Midlands No. 629

Now I have in the past tried to make everyone aware of the need to have, if possible, agreed value classic car insurance, with the written in right for you to retain the salvage even in the case of a total write off. I know that not everyone can comply with the requirements of such a policy, but you need to do the best you can. Otherwise this is what can, and does sometimes happen. The insurance company tell the DVLA that your vehicle is scrap, which means that even if you manage to hide it to stop them taking it away, you can never use it again, even if you have it repaired. There is no right of appeal to the insurance assessors decision. Now we have had success in the past in getting them to change their minds, but in this case it was too late. It is a tragedy that any of our wonderful wee cars get destroyed because of this system, and you can, in most cases, guard against it – please do so!

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Brian's Diary

I have warned you about this sort of thing before, but it is Christmas, and I thought a bumper edition appropriate, as you know, I am keen to get best value for the stamp, and we can afford even more pages from that point of view, just write to me if you would like less of this!

Once upon a time there lived a lad whose passion was driving, he also liked to share his passion, and so eventually, after a number of years spent editing a magazine about all sorts of Reliants for the Thistle branch of a national club, he branched out and formed a specialist Register for the tiny number of under 1 litre engine 4 wheelers produced by the same company.

You know, when I started this article in the middle of October, there was a point to the above, but it has gone now, from my mind I mean! Perhaps it was along the lines of the fact that some 30 years after joining said club I still have some involvement, and representing the Thistle branch at the national committee meetings which are held in Birmingham twice a year, is part of that.

So, I am down south in March and September each year, and I try to tie in as many things as possible with those trips.

This September was no exception, though plans were changed at the last minute as a trip to London suddenly became an urgent requirement.

As is usually the case the first port of call was my local bakers, thankfully they start very early to get the ovens hot, so I was able to collect 15 pies just before 6am.

Off then to fuel up at Carlisle, Tesco were again doing their 5p off deal and I had a couple of vouchers which were due to expire over the weekend.

John Graham, sorry I missed you John, thanks for the call - one day we will speak, and not just to each other's message services! (John had been on holiday when I rang to try and make arrangements to see him – he lives in Carlisle, and used to own a Kitten).

On then to Burton in Kendal to the Box residence, good to see you both again John & Jackie, my apologies for being in such a rush.

Off on the road again to call in at Alan and Megan Shaw's where lunch was waiting, thank you. I know I keep saying this, but one of those days I will not be in such a rush!

It had been the plan to call in on John Copestake, but all attempts to contact him over the past couple of days had failed. I did go there, but there were road works with traffic light controlled system right at his door, and while I did dive down the lane at the side of his house, I really felt I could not park there, and I am frustratingly not able to walk far these days, and the unsurfaced lane at the bottom of what I assume is the back garden John is just too steep for me these days.

I had not planned this trip in detail till the last minute as we had a meeting with Moira's Consultant that week, and I really did not know if I would be able to go at all till the outcome of that was clear – it was not bad news. I had been ringing both John's land line and his mobile, but to no avail, it turned out that I had copied the code for the landline incorrectly, and he seldom uses his old mobile these days, so it was not switched on.

The up-side of that was that I was ahead of schedule, and arrived at Michaels to see Dennis earlier than I had hoped.

Dennis did remark that he had been pleased to finally have some recognition in these pages for all the good work he does so willingly to help keep our wee cars on the road. I ought to sing his praises more often, but I don't invent things, if someone writes or mentions to me that someone has been helpful, I try to mention it, but you know what my memory is like. I'm just glad someone wrote, and I included the letter in the mag!

On from there to see my half cousin outside York for a couple of hours before going on to Skirpenbeck to stay with his brother and family for the night.

That left me handy for the Humber Bridge on the Friday morning from where it is a straight road to Lincoln, where John Flood lives. John, there have been a lot of them on this trip so far, my half cousin is one too! Anyway, John Flood has been with us for over a decade now, and in spite of several invitations, I had never managed to meet the man. An omission I am pleased to say I have now rectified. My ambition now is to introduce John to my friend Derek Sloan, they

have a common interest in really unusual motorbikes. All being well you will see a picture of John and his Kitten next :-



Owing to my less than perfect planning I had failed to forewarn John that I only had an hour, so my visit was all too brief, sorry John, it was really good to finally meet you after all these years of talking on the 'phone.

Off then to Norfolk to see Duncan Bradford who has moved since I last visited him. His new home is a wonderful place for someone with a number of vehicles, big drive, and lots of garden at the front, side and behind. He kindly took me out for a run round some of the local area in his Fox Pick-up, a picture will follow if I am organised enough! – Here is another Reliant owner, just like John Blagburn and Keith Gittus to mention but two, who would I am certain be scared witless if I should ever manage to install a rev counter in their cars. I have owned Reliant engines like that too, but it really is not good for them to be spending so much time in the 7,000 rpm plus range, I know a good one will rev to 8,000 easily enough, but 6,000 is the recommended limit, it really is, and while I know well the temptation to hold onto the lower gears just a little bit longer, when the engine sounds so good, and is pulling so willingly, getting faster and faster, and faster still, is immense, you just want it to keep going, but it really is not a turbine in there! I have seen the kind of crankcase ventilation or broken crank that can occur when too many revs are maintained for too long I know it's great fun, but please, please, just change up a few seconds earlier.



Above, Duncan with his Fox that I was given a run in.

The mention of Keith's name reminds me of a very smart cover for the back of a Fox that he and Glen had when I was down there, I'll see if I can find that picture now, because it is an alternative to the smart arrangement that Duncan has, what is not clear from the picture is that when you sit in that Fox, there is only fresh air behind your head, and while his cover encloses the whole lot, it still leaves you with all the space behind the seats, while Keith's solution does not, lots of choice then :-

Oops, sorry about the top of your head Keith, but you knew it was the cover I was trying to photograph! I can't remember how much or if he can get more made, but I do know his telephone number :- 01543 270720.



Meanwhile, back at Duncan's, here is his very tidy Tandy camper.



After a relaxing break at Duncan's I headed off to spend the night with Tom Lockhart, you remember Tom, the friend of my dad's who rebuilt the model boat for me? Well, I got caught in traffic, so after a great run yesterday, and a good start to today, I was late arriving at Guildsborough.

Saturday morning saw me heading south to the premises of our new advertiser, Steve Preston of Dinky Cars, well known to some of our readers I know. Steve looks after a number of Reliants, see page 50 for more.

That happened to put me within 10 miles of my aunt who lives in Blackheath, so, no prizes for guessing where I had lunch!

Now it becomes frustrating, because I wanted to be near Birmingham for the meeting on Sunday, but I also wanted to spend a night with other relatives in Beaconsfield, not that far from Blackheath really, and I wanted to see John and Susan Pearce at Leighton Buzzard. In the event I had to do it the long way round, I called in on John & Sue, great to see you both again, and well done with the Christmas (this) edition's covers John, on my way to Thurlaston near Rugby for the night, thank you Patience, sorry I missed you Tom.

That got me handy for a visit to Keith Gittus on my way to the meeting on Sunday.



One of Keith's Foxes in working mode.

Well, thanks to Dick Goodall coming up with his latest article, you can be saved from more of this. My trip went well, I met the key man behind the R3W web site and I even managed to call in at John Melody's to see The Tempest works for myself on the way home.

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WHAT'S IN A NAME?

I was reading through an old copy of AUTOCAR magazine, 22 June 1967 edition, when I came across these rather kind words concerning the Rebel Estate.

“For people requiring a really spacious, sturdy vehicle likely to run a very big mileage without major attention, and which covers the miles unobtrusively, the Rebel Estate Car is well worth consideration. Numerous options and extras are available to suit individual tastes”.

Back in 1967, motoring journalists were far more restrained in their description of a vehicle that they weren't too impressed with. You could usually tell, it was what they didn't say, or the subtle lack of any emotion in their report that usually signalled that they weren't very happy about a particular vehicle. Read enough period Rebel reports and you will soon see what I mean. But this one, it absolutely glows in comparison. What was the reporter on – a free holiday courtesy of Reliant perhaps? Well no, silly old me dropped one when purchasing this copy of AUTOCAR as the feature road test was that of a Rebel 6 Estate. An AMC Rambler Rebel 6 Estate car to be precise.

Clearly, this large American car could eat a Reliant Rebel for breakfast, but I was left puzzled by the shared name. Dodge soon objected to Daimler using the name DART on their new

sportscar, leaving this as the SP250. Ford received some official looking correspondence from a well known TV company over their choice of 'GRANADA' to replace the 'Z' cars. The Donald Healey Motor Co had to ask Daimler for the transfer of the name SPRITE before they could give their new sportscar this name. So how did AMC get away with pinching the Rebel name? It seemed that Reliant used it first but were either not aware, not bothered, or simply too small to take on the American company. To have 2 concurrently running vehicles sharing the same name was I thought an industry taboo.

Anyone else out there who got beaten to this edition of AUTOCAR on eBay, then have the last laugh on me! Had I been more alert, then I would have realised that the Reliant Rebel Estate had not been announced in June 1967.

Terry Horler

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Us.

One subject we have not spoken about in a while is that of insignia. Malcolm Rush was keen to organise something on that front ahead of our visit to Whittington Castle. Then Alison Warren asked me if we had anything, and thanks to John Pearce having managed to re-create an electronic version of the logo we now have possibilities we have not had for a while, well, I feel motivated, pity it's 5:35 in the morning on a bank holiday Monday! That said, I have no excuse now, Ill add that matter of a windscreen sticker and or tax disc holders to the front page of the things to do list.

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Readers Letters

Dear Brian,

20th October 2008

Hope you are both keeping well.

Being out and about in the south east with the Rebel and Fox I've picked up a couple of leads – perhaps you can put them in the next Mewsletter.

I certainly can thanks Dave – see the Sales & Wants pages .

Both the Rebel and the Fox are going well, although the Fox is beginning to use a bit of oil. This winter I'll rebuild the original engine (which only did 70K miles) and think about an engine change in the spring. Now in my 72nd year I need to be in a certain frame of mind to spend a few days lying on my back under the Fox!)

Now on to Fox back Springs – John Melody sent me a pair of serviceable ones, thanks for the contact.

All the best – and keep up the good work. Dave Richmond,

Getting Technical

You will recall me telling you that Dick Goodall was one of two Scottish resident readers who had recently fitted new dampers and springs to the front of their Kittens, in his case 20 turns on the adjustable spring support ring, and just 6 clicks on the damping adjuster, and Roger Brown kindly told us that he and Yoland were happy with 8 clicks on the ones on their Tempest. Peter Linfield, you know Peter, he was at Burford in the Kitten with Jennifer and the dog, and that was his Kitten on the cover last time, well, he was the other Scottish resident individual, he settled on 10 clicks, and, wait till I count... oh never mind, count yourself! It looks like about 10 or 12 turns of the ring, so I guess I don't need to up-date the fitting instructions, they are close enough, though I could up-date the revision date I guess.

Nicely painted top wishbone that Peter, what did the bottom one and the strut do to offend your brushes' (wire and paint) attention?

Oh, and those are my fingers by the way, well, if the Romans can call the distance between your shoulder and wrist a yard, why can't I measure clearances by the finger or four? :-





Of course, as you will remember, Roger used a more sophisticated measuring stick and came up with 4cm as a good number on Yoland's Tempest, (a fraction over an inch and a half to you and I, or should that be you and me?)

O.K., I've been and gone and done it, those 4 fingers in the picture above, 3" or 75mm if you prefer, that's 7.5cm by the way, it's just too difficult to move a full stop up to make a proper decimal point you know!

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Next you would, were I not so mean, see a couple of rare Kittens, I don't mean that I am too mean to show them to you, just that I am too mean to have the pictures printed in colour. Which reminds me before you start, yes I ought to offer the magazine electronically, then, if you were able to receive them that way, you could enjoy them in colour too. Thank you Roger and Yoland, and others who have tried to encourage me down that route. Thanks to John Pearce you can now see the early editions on our new web site.



Now before you ask, no I don't have details on the caravan, though I am sure that Thomas would be able to fill us in if we asked. Regular readers will perhaps recall Thomas Touw from Holland. Thomas, like myself, (in my Kitten saloon, the only Kitten on the run in 1998!) did the R.O.C. Land's End to John O'Groats run a decade ago, he brought his Cipher and a Fox on the run (with help from his brother!) He has 3 of them now, Ciphers, not Foxes, and that Kitten estate you see above....

Still on a Dutch theme, Rik Borgman sent me the following picture recently, the last time you saw that car its body was well above the chassis on our front cover a couple of years or so back.

Isn't it uncanny the way the reflection on the windscreen makes it difficult to see the driver (who is of course on the left hand side of the car!).

The reason that I mention them both is that they were both in touch in October, they both live in Holland, they both drive yellow Kitten estates, they both sent me pictures in the same week, and if you would like more reasons I am quite sure that I could think of some!



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More on Leaf Springs

The materials, widths and supports being the same, the stiffness is proportional to the number of leaves and the leaf thickness.

$$\text{Thus :- } \frac{\text{stiffness of } 3 * 7/32 \text{ spring}}{\text{Stiffness of } 4 * 3/16 \text{ spring}} = \frac{3 * (7/32)^3}{4 * (3/16)^3} = 1.191$$

A hard ride but would probably be O.K.

Compare with a Robin, 1 leaf * 0.265 thick

Shaw Sept 2008

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A correction to 'Strutting Kitty's stuff'

My groveling apologies for a mistake in the bolt list included in the 'Strutting Kitty's stuff' article. If anyone has ordered bolts to the list, they will have a surplus 5/16" bolt etc. Better than having one missing I suppose. Ah if only I had a proof reader.

Kitten front suspension – bolts etc.

Wishbone

Inner end, to chassis –

7/16" UNF x 2 ½" long hex head bolt

7/16" spring washer

7/16" flat washer

plus special nut, if original has been ruined in dismantling.

Outer end, to balljoint & suspension unit –

½" UNF x 3 ¼" long hex head bolt

½" plain washer

½" UNF Nyloc nut

plus special tubular spacer from old bolt

Outer end, to strut

5/16" UNF x 2" long hex head bolt.

5/16" plain washer

5/16" UNF Nyloc nut

Strut

to chassis –

7/16" UNF x 2 ½ " long hex head bolt

7/16" plain washer

7/16" UNF Nyloc nut

#157

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UNDERFLOOR INSURANCE

If you own a 750cc Rebel or a 700cc Rebel with an hydraulic clutch, here is a little tip that may ensure that the master cylinder receives better protection in its under floor environment. The first time I checked the fluid level in my Rebel, I was concerned to find that it was a yucky grey in colour. Under the floor it is subject to anything that the road and weather has in store for it. Unlike most master cylinders that live in the warm and dry under the bonnet, the poor Rebel hydraulics need better protection. To this end, I screwed the plastic lid of an aerosol can to the underside of the inspection plate. This still allows air to reach the vent hole in the master cylinder cap but covers enough of the master cylinder body to prevent water splash reaching the cap. Simple and cheap and so far, the new fluid has retained its correct colour.

Incidentally, do you have a 700 Rebel with a hydraulic clutch? So far, my July 1972 registered Rebel is the only one that I am aware of to be so fitted, even later, by chassis number

700 Rebels have a mechanically operated clutch. If your 700 Rebel has 2 holes in the driver's side floor with 2 master cylinders lurking beneath, please let me know.

Terry Horler

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## Parts

Sometimes it is the little things that get one down! Once upon a time there was a chap who allowed himself to be talked into doing something to help look after a certain range of small but wonderful motor cars. It should be said that he didn't need much coaxing!

Lest this become too boring for you I will cut to the chase. Exhaust systems, both Kitten, but particularly Fox, have been making their absence felt through my telephone for some months past. I harboured the desire to try and arrange a compromise that would let them share a common down pipe, and just have different silencers and tail pipes, but some things are complicated, the KISS theory always stands out in my mind (Keep It Simple Stupid!) Then, early in October I received a call from a chap who was wanting to have a batch of Kitten ones made, he was doing this commercially, and because of that wanted to have them made in mild steel, to keep costs down, rather than use stainless, which would have been my choice. However he needed a pattern, which was why he rang me.

Now, as you probably know, my mobility is not great these days, and carrying an exhaust system to the Post Office is just not possible, so I asked him if he could arrange for it to be collected, a request he readily agreed to, and so on Wednesday, the agreed day, I waited in, all day, but no one came!

On the phone first thing the following morning, apologies, they would get it done today (Thursday) Again I waited in all day, by 4 in the afternoon I was getting worried, so I rang, his attempt at delegating the task had failed. No one had contacted the carrier! Grrrr... so, third time lucky, Friday dawned, and in the early afternoon my doorbell rang, it was the carrier, very sorry sir, but I can't take that, it's too long! Quick phone call, but my man was out of the office, so I had to let the van go. Cutting the pipe in half had been discussed as one possible solution, but I don't have a hacksaw in the house, and I was not sure where my pipe cutter was, though in the event it only took 10 minutes to find it, so I rang back to say that was an option. Two minutes later the phone rang, my man had returned, would I please open the parcel, cut the pipe and make the parcel comply with the carrier's length restriction, and they would try to catch the van if it was still in the area, no problem, but it would take me 15 or 20 minutes. 10 minutes later the phone went again, relax he said, there was a fire, he was not sure if it was at the carrier's Glasgow depot, or the building next door, but they had to evacuate the building and would not be accepting any more parcels before Monday! As I write it is very early on the Sunday morning, I am just about to see if Lewis Hamilton can turn his pole position into some points, and to see how D.C. fares in the third last race of his career, so I'll leave you now and continue this tomorrow!

Ouch, that didn't work well for Lewis or D.C., their Sunday in Japan was a bit like my past few days, a tad frustrating!

As we are nearing the bottom of the page I will just tell you that the exhaust did get collected on the Monday, but only after several more 'phone calls! Hopefully one result of that will be that Kitten exhausts will be available, and if I have my wishes, in either stainless or mild steel.

Hi Brian,

October 2008

The rectangular headlights fitted to the Fox and Kitten seem to be in short supply (True Keith, I only have two left in stock, and they are not a pair! In view of what you say I guess I will need to get on line!, Ed) but can still be found on Ebay. You need to look for them under Hillman Hunter 1972 on. Triumph Toledo 1971-76. Triumph Dolomite 1976 on. Hillman Avenger MK1. You can also look for Ring R7505 headlights. They seem to go for around £30 a pair. Keith (154)

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## **Federation of British Historic Vehicles Clubs AGM Oct 2008**

The ninth AGM again at the Rolls Royce Museum Paulerspury went off without any hitches or serious changes. The finances as usual were dealt with first, the result being on an £83K turnover there was a modest £6.6K profit. Last year saw a £6.9K deficit due in main to a £10K transfer from reserves to carry out a FIVA survey. There was no change of directors hence formalities went through very quickly.

To keep our interests at heart, the use of older vehicles, the federation meet regularly with the policy makers and monitors official websites. There is to be a new initiative towards the trade in the Classic movement, after all those that earn their living from Classic vehicles perhaps should be backing the federation. At present only 2% of the known traders in the Classic movement are joined up as Federation members.

The federation has now joined up with Heritage Link, which although mostly concerned with older buildings does have an interest with transport related buildings.

There is a move to publish an events calendar on the Federations web site with a view to reducing the clashing of events in the future, not sure if this will be of sufficient use to the Motorcycle clubs, but an easy enough check when the time comes.

One item reported on is the testing/implementation of new headlight testing equipment for cars (motorcycles?) The new equipment relies on light sensitive detectors such that the light pattern can be detected and hence the computer has the pass or not say! (I was quite bemused at such technology when some 10% of cars these days run with one headlight out! Legislation and application!)

After the mornings formal reports the afternoons conference tried to give some help in mutual assistance in these recessionary times. One of the speakers Mike Towey of DLOC dealt with the common SWOT (Strengths, Weaknesses, Opportunity's, Threats. ) analysis, it would appear that a lot of clubs are holding their own or slowly losing membership. Some of the strengths that were worth working on was the information on all/each of the models that the club covers IE have an officer to specialize with each model, you must also accept all models in your marque. The encouragement of common spares manufacture was mentioned, more of a car orientated action than motorcycles who are very model specific and lower volume.

Other items in the conference were the selling of regalia and bike orientated parts through a catalogue by the VMCC. This of course brings in income and could bring a good service especially if the parts are not readily available elsewhere.

The starting of a web site dedicated to transport pictures of every type of transport [www.motorbase.com](http://www.motorbase.com) was brought to us by Paul Frost of the Daimler and Lanchester Owners club. (this site does indeed include motorcycles!)

Alan Osborn.

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Hello Brian

3rd Nov 2008

Here are a couple of files, one a correction to the bolt list in the 'Strutting Kitty's Stuff' article, and the other an advert to perhaps sell my Kittens. That will be a wrench, I've had Kittens as my sole transport for 8 years now and it has been an interesting time. But times change and my left leg can be quite stiff in cold, damp weather so an auto gearbox car is a good idea. Yes I did think of a Salamander, but shucks! I have spent enough time chasing Kitten spares on occasion and the Sally is a rare beast indeed.

So I got a Nissan Micra, at least it was made in Britain. Far from new but one owner & serviced by the dealer from new. It looks quite good, will rust of course, and goes well. What a smooth ride it has! Though it's nothing like as much fun as Kitty, especially when doing U-turns in the road and diving into seemingly impossibly narrow parking spaces, to the surprise of onlookers. Don't now get looks of amazement from other drivers when they see Kitty has 4 wheels, not 3. I could go on but won't, possibly to the relief of others.

I doubt the Kittens will sell fast, my location is a bit out of the way for some. But I do need to clear the yard as I hope to build a garage next year, it's only 35 years since I had one at my home! Whether it will be used to house an everyday car or for a project, time will tell.

Here I must express my heartfelt thanks to you for your continuous and enthusiastic efforts both in running the Register and sourcing elusive parts without which few cars indeed would be still on the road. Well done that man!

As for the future, well, I could possibly use a small pickup truck for my occasional carriage of bulky loads and just perhaps a Fox might fit the bill? It's worth a thought, but first I must clear the yard.

And for any Mewsletter readers who think they may escape my written ramblings, hard luck mateys! I hope to remain a Register member for some time. Which reminds me that I owe you an article on changing a Kitten passenger door. Must get the camera out to illustrate it.

That's enough from me for the present, best regards to you and yours,

The notorious #157 - aka Dick Goodall

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## Sales and Wants

FOR SALE :- As all good things must come to an end so must my (16 year) ownership of WPC 92G. For those who have not met my red 1968 Rebel saloon (first registered 3/1/69) the main points are:-

Sprayed Ford Radiant Red (so touch-up is easily available) in '96, the re-spray is now showing its age in places. It has never been taken home on the back of a lorry, as it's very reliable. Total mileage 187,369 as of today, 110,000 on the 700cc engine that's still oil tight and does 3,000 miles to the pint of 20/50. Looks mainly original but with minor modifications to make it more sprightly/safer in modern traffic:

Electronic ignition, electric fan, modified exhaust/inlet manifold, Spax dampers, LED rear lights, side indicator repeaters and high level brake lights.

Much of the running gear has been replaced/reconditioned over the years of my ownership:- Brakes (front and rear), master cylinder, clutch, gearbox, dampers (front and rear), trunnions, rear springs, all tie-rod ends and UJs with a balanced prop-shaft. Inside, the front seats have been re-upholstered, new carpets and sound proofing laid protected by rubber mats and the fascia refurbished. The door cards were also re-covered, as was the parcel shelf.

WPC 92G has just had its annual service and a new MoT issued without any problems and is tax-free, Historic Vehicle. (to be renewed in December). The last long run completed was the August 2008 JOGLE, (John O'Groats to Lands End) no problems (2054 miles) overall 52mpg fully laden (including the kitchen sink) at its best cruising speed of 55mph. This car is the 11 times winner of the Peter Currie Trophy (The Reliant Owners' Club cup for the best 4 wheeler, awarded annually) and 4 times winner of the Car of the Day at the ROC National Rally. The number plate is considered to be valuable but it goes with the car to keep it original. I want the car to go to someone who will keep it long term and cherish it as I have. I have gathered lots of very useful spare parts; these can go with the car or as a separate lot. The car is for sale at £1,100, or with the spares, £1,350. Editor's note, I should perhaps point out that the only reason Fred is selling the car is that he is emigrating next year!

For Sale :- Fox 1984, custom van/pick up in cream - chassis restored and body re/fitted - good engine & gearbox & back axle. all brake-shoes & wheel cylinders are new - heater unit o/hauled & fitted - electric fan conversion - has 4 -10 inch alloy wheels but will require tyres - £475 for a quick sale, all spares that I have will go with the Fox- will require trailering David Eyre, South Yorkshire

FOR SALE - A Klutch of Kittens 2/11/08

Due to my dodgy left knee not improving with my age, I have reluctantly had to change to a car with an auto gearbox for my daily motoring. Sadly this means that I have to sell my Kollection of Kittens. The snag to a buyer is my location, 10 miles north of Inverness. Here are the details.

1) 1977 Kitten estate. MOT to October 2009, taxed Nov 1998. Colour white. In daily use until a fortnight ago and still given a wee run every couple of days to prevent problems. New front suspension units, lower wishbone & strut, new front tyres and battery this summer, total cost about £400. Stainless exhaust, Kenlwe electric fan and electronic SU fuel pump which greatly reduces the fuel vapourisation problems which I am sure we have all encountered. Rebuilt by capable KitReg member 6 years ago. Goes well enough but looks well worn bodily. Owned for 5 years during which it has done 40k miles. How about £500?

2) 1976 Kitten estate, was running about the yard last year. 4 nice alloys with worn tyres. Colour white. The big snag is that the chasssis has broken. An interesting rebuild project for someone? £150

3) 1975 Kitten estate. Colour orange. Not moved for some time. I'll need to pop the steering rack back on and fit a radiator. Definitely needs a set of tyres. May need chassis repair. Say £125?

4) 1976 Kitten saloon. Rough condition but chassis appears sound, was going to put the chassis under the 1976 estate but can't get enough volunteer bodies to do it. Got as far as removing all chassis to body bolts, just put 4 bolts back in to stop it blowing off in a gale (!), lower steering column removed, tyres might inflate, handbrake cable removed etc. No logbook. Must be worth £50 for spares.

KitReg member #157, Dick Goodall.

For Sale :- a new Kitten exhaust, Glwym Pritchard in Wales, buyer collects

For Sale :- Reliant gearbox Syncro rings, contact John Box for details. Stable Cottage, Thornleigh Drive, Burton in Kendal LA6 1NQ

For Sale :- Tempest Kit. 90% complete, extra thick fibreglass for trials use. All panels and framework present only need a donor vehicle and a few parts (available through Tempest cars) to do the build. Relatively straightforward if you are mechanically competent. Rare chance to get hold one of these at a bargain price. The parts retail at around £1800, now need the garage space so an asking price of just £775. Located in N London, delivery may be possible at cost.

For Sale :- Reliant Kitten saloon project, near Pitlochry, contact Lyn on

For Sale :- A Tandy camper in Portsmouth. A Goldcrest with two batteries and fridge. Off road one year since last MOT, for fettling, which the owner is not well enough to finish, so needs minor work. New s/ steel doorframes, unfitted, are included, plus a spare Fox gearbox, plus all the useful items inc engine, from a low-mileage well-cared-for Rialto. Total price £1,500 or thereabouts. Phone Duncan in first instance as owner only available at certain times. As far as I know this is basically a very good clean Tandy and well worth the money. The owner is a retired engineer whose intent was to meticulously fettle it, but he has been overtaken by circumstances. It desperately needs a good home urgently.

For Sale :- Kitten Estate, S registered, 1978. The car has been standing for 4 years, runs, good condition, offers to Steve Sheppard Bognor Regis.

For Sale :- Parts for a Reliant Kitten. Stainless exhaust, rack and pinion assembly, new upper ball joints, some new upper and lower wishbones. Fully reconditioned cylinder head, skimmed. Complete estate glass front and side windows, plus lots of other parts. Philip Poole, West Midlands

1968 Rebel looking for a new home. Has been stored under cover in a garage – not used for some time and on SORN – Said to be complete and with a spare engine. John Haywood

For Sale :- Two Kitten bumper end caps and a new 15lb radiator cap. An odd mixture I know but we were clearing out a box in the bedroom this week! Brian 0141 8866117

Free to a good home :- RKR Members only. 1976 Kitten in reasonable condition. Some body repairs carried out but needs finishing. Recent new rear springs and radiator. Motor runs and

gearbox is fine. Supplied with new handbrake cable. The car has been dry stored for 6 years, a couple of weeks should sort it out.

Location West Berks. 4 miles from J13 (Chieveley) pf M4. 18 miles from Oxford 15 miles from Swindon / 15 miles from Reading. You WILL need a trailer or A frame to take this away. Contact Mike Butler

Wanted :- Some brown original plastic mouldings for the rear three quarter panels for the boot of a Kitten Saloon, both sides. Plus a matching boot cover if you have one. All in perfect condition with no cracks in the plastic. I am happy to pay postage plus asking price for these items – Philip Naylor

Wanted :- Kitten, estate or van, M.O.T. preferred but not essential, must have sound chassis, engine / gearbox condition not too important. Contact Alan Osborn Thetford.

Wanted :- Early Rebel remote gear linkage, complete with gearlever if possible please. Contact Martin

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## EPILOGUE

Well, that's another year almost over, where does the time go? I intend that your renewal notice for 2009 be enclosed with this edition. In some cases I know that people have sold the car, I may even have made a note to that effect somewhere appropriate, but if the vehicle's new custodian has yet to join our number, the car will still be shown as being with its last known custodian. If you have sold your wee Reliant, please let me know on the form, obviously you are under no obligation to stay 'with us', though you are very welcome to do so if you wish, almost 10% of our subscribers are 'Associates', i.e. they do not currently own one of the qualifying vehicles, but do please let me know what happened to the car.

As I write it is early October, Moira has just given me half a day or so in an attempt to regain control of my desk. I have been ringing people to save the time taken to write to them, and this edition is about one third done – assuming that we end up with the same number of pages as last time.

Steve Broomhall just e-mailed me with a link to a website that lets one see and hear his turbo charged Reliant engine running after all his good work, it sounds great. I hope that you get it back on the road soon Steve.

This link is a short vid of the second start and putter out.  
[http://www.kodakgallery.co.uk/PhotoView.jsp?UV=897561596510\\_3620788740233&localeid=en\\_GB&collid=3617688740233.1738588740233.1222807335143&photoid=8499788740233&folderid=0&view=1&page=&sort\\_order=&albumsperpage=&navfolderid=2008](http://www.kodakgallery.co.uk/PhotoView.jsp?UV=897561596510_3620788740233&localeid=en_GB&collid=3617688740233.1738588740233.1222807335143&photoid=8499788740233&folderid=0&view=1&page=&sort_order=&albumsperpage=&navfolderid=2008)

Is the one if you have the facilities. Having said that I just tried it to check it out, and could not bring it up!

John Parker I owe an apology to, not for the first time he was asking about tow bars for a Rebel estate, if not an actual bracket, either a drawing or advice as to where to attach it. David Myers bought mine some time back, and I didn't think to make drawings or look after the pictures, David, can you help here please? Oh, yes John, it did attach to the chassis by the same 4 locating holes that attach the back bumper.

Right, proof reading completed 7/11/08, and I think she has aspirations to become assistant editor! I have been told to go back and add captions to the big pictures and not to assume that you know which is which. I thought they fitted in with the text well enough, but I bow to she who likes to think she must be obeyed – I can say that safely, now that she has proof read the rest, just hope there are no mistakes in this paragraph!

Dave Allen tells me that photo style driving licences automatically expire after 10 years check if yours has expired if you are driving without a valid licence you can be fined.

O.K., I had these great intentions to be really organised – for once – and to have this with you early in December. Then things changed, don't they always? Dick Goodall's articles arrived, and there is a story there too, but another time – perhaps - I elected to include them all, which meant holding other bits back till next time, and of course changed the Index, then my brother wrote his car off and put his wife in hospital in Oban overnight – and probably off work for months, just as I was going to get this off to the printers – I ask you, how inconsiderate!

They will be fine, but it all distracts me.....

We have plans to be out for three successive evenings this week, only worth a mention because I hardly ever venture out of an evening these days, all good fun, but interrupts what little focus I have left these days!

Do I really need to mention grease and what to do with it?

**Brian**

We have a new advertiser, not in every edition does that happen, so I thought some background might be of interest, welcome Steve Preston of Dinky Cars. Your Editor however was very smart, and John Pearce too, we had this edition's covers printed early – hope you like the improvements in quality by the way – back in September, so our plans to run the new advert inside the front cover have to wait till next time!

Steve tells me it all started back in 1983 as a hobby reconditioning Reliant engines and gearboxes. At that time there was great demand for these units.

As time went on he got more involved with the complete range of small Reliant vehicles.

As the emphasis of the work changed he changed the name from S. J. P. Engines to DINKY CARS, now a full time business, they still do the reconditioning work as well as selling, repairing and stocking parts for the small Reliants.

In the meantime Steve can be contacted on 07958 246891 he is based at Wennington March Farm, Wennington Road, Rainham RM13 9EE Just before the Fire Station.



And all being well you will see his advert in the next edition. *Thank you for your support Steve, Ed.*

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